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SECRET

50X1-HUM

Instead of taking this logical action, the workers of the aggregate plant wrote a letter to the Ministry of Automobile and Tractor Industry and tried to put the blame on the Gor'kiy plant.

Admitting such defects as air pockets, an official of the aggregate plant writes: "The fault mentioned is inherent in the given hydraulic jack design and is permissible." Aware that it is strange to consider any defect "permissible," the official tries to hide behind the authority of the ministry, stating, "To avoid misunderstandings, the instructions made up for using the jack were approved by the ministry and confirmed by the chief engineer of ZIS." Angry because the Gor'kiy plant does not recognize these instructions and rejects worthless jacks, the aggregate plant management asks the ministry to intervene.

However, jacks of the same type which are made by the Shadrinsk Automobile Aggregate Plant rarely have air pockets, and when this defect occurs, it can be quickly corrected without taking the jack apart. The Ministry of Automobile and Tractor Industry should intervene in this turmoil and compel the aggregate plant to produce only excellent-quality jacks. Manufacturers of faulty items, who are producing waste and then covering it up, should be made answerable for their antistate methods -- Engineers A. Prosvirnin and P. Muzyukin, Stalin Prize Winners; Engineer Ya. Vavilov, -- all leading designers, Gor'kiy Automobile Plant imeni Molotov

MANUALS DIFFER ON MOSKVICH MAINTENANCE -- Moscow, Komsomol'skaya Pravda, 7 Mar 51

A. V. Karyagin and G. M. Solov'yev, authors of "The Amateur Driver's Manual," and A. F. Andronov and Y. A. Khal'fan, authors of a driver's aid, "The Moskvich Automobile," have substantially different views about the principles and maintenance of the Moskvich. Karyagin and Solov'yev assert that the steam escape pipe in the Moskvich is in front of the radiator. Andronov and Khal'fan have a slightly different opinion -- they say that the pipe is behind the radiator. The former authors advise flushing the crankcase with the motor running; the latter think that this operation should be performed by turning the crankshaft with the starting crank.

Karyagin and Solov'yev say that the rear axle housing should be cleaned with kerosene. Andronov and Khal'fan warn: "Don't do it! Clean it with thin mineral oil." The former authors are anxious to have the universal joints lubricated with "nigrol" every thousand kilometers. The latter hold the optimistic opinion that the factory lubrication of the universal joints is good for 50,000-60,000 kilometers. The former authors say that one should polish the headlight reflectors with a circular movement, while the latter advise polishing by rubbing from the center outward.

The amateur driver does not know which of these experts to believe. Some readers felt that Karyagin and Solov'yev could be trusted since their book was "approved by the Committee for Physical Culture and Sport under the Council of Ministers USSR for use in automobile and motorcycle club instruction." Others felt that Andronov and Khal'fan are no less authoritative, since their book is "intended for drivers and owners of Moskvich cars," was put out by Mashgiz in the same year, 1950, and was edited by L. L. Afanas'yeva, Candidate in Technical Sciences. Amateur drivers are impatiently awaiting the outcome of this dispute.

- 2 -

SECRET

**SECRET**

**SECRET**

SECRET

50X1-HUM

HIT SPARE PARTS SHORTAGE -- Kiev, Pravda Ukrainy, 3 Mar 51

Stores selling bicycles and motorcycles frequently lack spare parts for them. It is difficult to get even simple parts for the Pobeda and Moskvich.

AVTODETAL' PLANT SETS NEW GOALS -- Yerevan, Kommunist, 8 Mar 51

The Yerevan Avtodetal' Plant fulfilled its 1950 plan for gross production and increased output 26 percent as compared to 1949. The production plans for January and February 1951 were exceeded for all types of production.

The plant has assumed the following socialist obligations in honor of the coming Fifteenth Congress of the Armenian Communist Party:

1. To fulfill its first quarter 1951 production plan 10 days early, and to put out only excellent-quality goods.
2. To fulfill first quarter assignments for the Communist construction projects by 1 March, and second quarter assignments in April.
3. To put countershaft gear clusters for the GAZ truck into mass production in the first quarter.
4. To adopt progressive work methods widely, utilize equipment fully, and put it on the socialist maintenance program in the second and third quarters of 1951.
5. To increase labor productivity 5 percent above the first quarter plan and to lower production cost of articles 2 percent beyond the established plan.
6. To assign a brigade of qualified specialists to help farm workers repair agricultural machinery during the spring sowing season.

The workers of the Avtodetal' Plant appeal to all workers in republic industries to fulfill production plans for the first quarter early in honor of the coming congress of the Armenian Communist Party.

(This appeal was discussed and adopted at shop and general meetings of workers, employees, and engineering-technical workers of the Yerevan Avtodetal' Plant.)

USE MACHINE TOOLS MORE EFFICIENTLY -- Yerevan, Kommunist, 6 Mar 51

Sixty-eight percent of the machine-tool park of the Yerevan Avtodetal' Plant has been put on the socialist maintenance program. As a result of a number of innovations, utilization of the planned production time of equipment rose from 63.1 percent in the first quarter of 1950 to 73.7 percent in the last quarter of 1950. The increase in the coefficient of utilization of separate groups of machine tools was: milling machines, 19.8 percent; turret lathes, 27.3 percent; and gear-processing machines, 16 percent. -- Engineer G. Tadevosyan

BUILD AUTOMATIC UNLOADERS FOR TRUCKS -- Yerevan, Kommunist, 11 Mar 51

The Yerevan Repair Plant, Ministry of Agriculture Armenian SSR, is organizing the output of automatic unloaders for ZIS-5 and GAS-50 trucks. The plant plans to turn out the first lot of unloaders toward the end of the month. The plant's personnel decided to fulfill its first quarter plan by 25 March.

- 3 -

SECRET

**SECRET**

**SECRET**

SECRET

50X1-HUM

SELL CARS IN UZBEK SSR -- Inza, Udarnik, 9 Apr 51

In 1949, 105 Pobedas and 1,150 Moskviches were sold in Tashkent.

SALES GROW IN KAZAKH SSR -- Alma-Ata, Kazakhstanskaya Pravda, 11 Mar 51

The Alma-Ata specialized store of Avtomotvelosbyt (Main Administration of Automobile, Motorcycle, and Bicycle Sales) has a wide selection of cars, motorcycles, and bicycles for sale not only to Alma-Atans, but also to villagers. The store sold 133 Pobedas and 337 Moskviches during the year [apparently 1950], as well as hundreds of motorcycles and bicycles. After the lowering of price, more than 30 motorcycles and bicycles were sold in the first 10 days of March. The store has received a shipment of ladies' bicycles and will soon receive bicycles for teen-agers.

OFFER GARAGE SERVICE IN TBILISI -- Tbilisi, Zarya Vostoka, 7 Mar 51

The Tbilisi Automobile Repair Shops, Ministry of Motor Transport Georgian SSR, are now accepting for repair M-20 Pobedas, and GAZ-67, GAZ-MM, and GAZ-51 trucks, also motors for these makes. Address: No 8 naberezhnaya imeni Stalin. Telephones: 3-68-04 and 3-65-30. -- Advertisement

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- 4 -

SECRET

**SECRET**